swice Sanator from Wisconsin, Mrs. Keith, of Leston, Mrs. Dr. Craig, Mrs. Judge Paschal, with ber dan ther, Ities Harper, Miss Riddle, danghter of the Hon. A. G. Riddle, District-Attorney, and Miss Josephine Thompson. Her parlors were crowded, and the toilets of the ladies were enquisite. Here Governorelect Porter, of Indiana, received an impromptin ovation during his call. He is spending two days in Washington on his way te New-York to be married January 5 to Miss Cornelia Stone. The inauguration of Governor Porter takes place at Indianapolis Monday, January 10, and he will hasten thither with his bride.

Geremor Porier takes place at Indianspolis Mondry, January 10, and he will hasten thither with his bride.

Among various Senator's wives whose receptions were specially brilliant was that of Mrs. Logan, who was assisted by the wives and daughters of several prominent Congressmen. Senator McDonald, of Indian, attended at the White House with Mrs. Barnard, a lady of pleasing appearance whom he is soon to marry, and Congressmen Loring and Clymer were there with their recenty wedded wives.

Mrs. Levi P. Morton held a handsome reception, assisted by her mother, Mrs. Street, and by Mrs. Grinnell, and Miss Hartpence, of New-York.

A very pleasant event was the reception to young men by Mrs. Mulliken, a widow lady more than eighty years old, but retaining the vivacity of moirits and to a remarkable degree the action of her youth. She has a partiality for young men, scores of whom are glad to do her bidding. She is a liberal patroness of the Young Men's Christian Association, and the members of this organization have for many years been in the habit of calliage in a body upon "Mother Mulliken." Her parlors were crowded during a portion of the day.

Mrs. Mary Clemmer, assisted by her sister, Miss Emilio Clemmer, of Brooklyn, received many calls at her home on Capitol Hill. Mrs. Frances Hodgson Burnett assisted the wife, sister and daughter of Judge Sanders B. Johnston, at their residence on K-st. Mrs. Vinnie Ream Hoxie, with a company of Indies, received at her new home in Farragutsquare. Mrs. Elphonso Younga, assisted by Miss Jennie Biekford and Miss Mamie Knox, received at her home, corner of Teuth and S-sts.

Thero were scores of other distinguished receptions at the residences of persons well known to the Nation in military, judicial and executive branches of the Government, and there would bave been more had not the upprecedented cold weather made it impostible effectually to warm some of the most fashionable parlors of this Southern city. The absence of wine and stronger liquors from almost all the official recepti

OBSERVANCES IN THIS CITY.

A FINE DAY FOR GETTING ABOUT-FRWER CALLERS THAN IN PREVIOUS YEARS-BRILLIANT SCENES

WHERE THE SLEIGHING WAS FINE.

An anclouded sky, floods of sunlight and a crisp, bracing atmosphere made the first day of the new year meteorologically perfect. Out of consideration, doubtless, for the unhappy mor-tals who felt obliged to brave the weather in broadcloth and low cut waistcoats, the intensity of the cold wave abated with the close of the old year. There was sufficient chilliness left to the air, however, to suggest to the prophetic nd of the physician an outcome of pneumonia and bronchial troubles among the thinly clad callers who rushed alternately throughout the day from heated rooms to the cold streets. Put in view of the experiences of Thursday there was a disposition toward general thanksgiving that what might have been was not.

From midnight, when the new year was ushered in with the clanging of bells, the shricking of whistles, the sputter of fireworks and the sharp discharge of guns, until sunrise, the weather seemed to moderate, so that prospective callers on getting up found a reasonably comfortable temperature; and the morning salutations of "Happy New Year" were unmarred by the prospect of a day of suffering. The day was very generally observed throughout

the city. Stores and offices were closed, an nowonted quiet reigned down-town. The roar of incessant traffic had ceased. It was possible to cross Broadway without lingering in suspense on the curbstone and then bolting under horses' noses in peril of one's life. The busiest streets were comparatively deserted, save by occasional groups of idlers and policemen. The centre of animation had been shifted, and a double tide of life was poured into the up-town streets and avenues. At the hour yesterday when the men who cause the activity in the lower part of the city usually come downtown, many a one was posing before his glass arranging the folds of an immaculate tie, and struggling to think of something more original to utter than the ordinary compliments of the season. The long lists of calls had been carefully made out, and were contemplated with a weary sigh. Those who possessed private equipages felt a calm inward sense of satisfaction and superiority.

Others less fortunate combined their forces and secured carriages or sleighs, which were filled with jolly crowds, while those with whom motives of economy had weight trudged manfully from house to house on foot. The sidewalks, as a rule, were in good condition, and the snow was so hard that it was possible to pass even the crossings dryshod. Fortunately the weather was not warm enough to

elt the snow, which had become so firmly packed | year was to be floated in on copious that the sleighing was excellent. A New-Year's Day with good sleighing in New-York is enough of a novelty to be thoroughly appreciated, and accordingly everyone who could control a pair of ers put them into use. The spectacle offered Fifth and Madison-aves, and the intersecting streets was exceedingly brilliant and animated, Among the black, hearse-like carriages sleighs darted to and fro, of every size and from, from light cutters and Russian turnouts to comfortable threenested family conveyances. Fiery horses, stimu-dated by the cold, clear air, whirled the sleighs rapddly over the creaking snow, while the foam flew from the bits, and the mountings of the rich harnoses sparkled in the sun. Long red plumes waved from the dashboards of the sleighs or fluttered from the barnesses, while the glossy black and white of the robes enveloping the drivers added to the picturesque features of the scene.

The number of callers, although not nearly as large as in past years, was still great. They dotsed the sidewalks, or bowled gayly along in sleighs and backs. They rushed wildly up and down brown stone steps, tugged at door bells in frantic haste. and heaved sighs of gratified relief when the sigmificant basket was discovered outside.

SPECIMEN CALLS. The sight of these baskets likewise brought joy so the prowling street boy. By him they were regarded as fair game.

"Let's get some cards," suggested a ranged little fellow pausing before Cyrus W. Field's house in

Gramercy Park. "All right." The two then crept cautiously up the steps,

plunged their red, grimy bands into the dainty sket, and scampered off around the corner with a

basket, and scampered off around the corner with a varied collection of cards whose trusting owners had fancied that their discharge of a social duty would be recognized and appreciated.

At another house, evidently closed, several street Arabe had made up their mind to pay a cail. They were armed with greasy cards, setting forth the merits of various cheap restaurants and liquor shops. Marching solemnly up the steps, they deposited sheir valuable trophice in the basket. Just then a policeman came into sight. The pretence of dignity was suddenly laid aside, and the "callers" incontingently took to their heels. The policeman being portly and of an apoplectic tendency, contented himself with sending blood-curdling threats after them as they rapidly increased their distance. When they reached a safe soomer, one of them turned. He applied his thumb to his none, extended his fingers, and made a mystarious sigu, looking like the revolving arms of a windmill, which appeared greatly to increase the officer's wrath.

The regulation call, as made yesterday, could

scious sign, locking like the revolving arms of a prindmill, which appeared greatly to increase the efficer's wrath.

The regulation call, as made yesterday, could be described in a few words: After the collers were admitted, one minute the collers were admitted, one minute in giving overcoat and hat to a servant and in being announced; two minutes in exchange of compilments; three minutes in pleasant dalliance with refressmonts (where there were any); two more for the exit concluded the call in eight minutes. If statistics of New Year's calls could be prepared, a metanoboly interest would attach to the number of times each hostess bears exactly the came expressions as well as to the amount of nourishment taken by a man with a large calling list. Is regard to nourishment, a rough calculation above the extraordinary powers of endurance series all years the invigorating bourled has come into favor as a substitute for seductive forms of alcohol. Busing the reasonable allowance of half a gill of bounded out in the day, it will be seen that the caller, at the conclusion of his rounds, staggers underdouth the weight of five quarts of bounden.

The overbardened mail-carriers and the leisurely District Messager boys delivered a large number of carrie yesterday belonging to men who had not ambitted, energy or desire enough to make calls.

UNIVERSIT WITH ENGINEERSOCHER DAYS.

ing-rooms yesterday formed a curious contrast to the descriptions given of New-Year's Day among the Kuickerbocker founders of New-York. Then callers were received in the "best room," kept Then callers were received in the "best room," kept sacredly closed for the greater part of the year, the floor of which was covered with sand marked out into wonderful patterns. The callers wore linsey-woolsey coats ornamented with brass buttons, several pairs of trousers, and their low shoes were decorated with immense copper buckles. Low broad-brimmed hats half concealed their eel-skin queues. With the hostess it was a matter of pride to wear as many short petticoats, abounding in pockets, as possible and thus, by giving a hint of the extent of her wardrobe to indicate delicately the amount of her worldly possessions. Preserves, fried balls of sweetened dough and tea poured from great Delft teapots served as refreshments.

SCEMES IN UNFASHIONABLE NEIGHBORHOODS.

The observances of the day were far from being confined to the centre or fashionable part of the city. In the tenement-house districts east of Thirdave. and on the West Side, receptions were held in almost every block. They were liberally attended, and a degree of enthusiasm was manifested in almost every block. They were liberally attended, and a degree of enthusiasm was manifested in honoring the day that would put to shame the languor of more fashionable gatherings in the neighborhood of Fifth-ave. In some of the smaller houses the families joined together, receiving their friends with simple but hearty cheer in the rooms on the first floor. In the great blocks, "Tim" and "Mike" or "Hans" climbed the dark narrow stairs to their friends modest apartments, consisting of two or three small rooms, and received a boisterous welcome. They sat down on ricketty chairs or on the bed, a black bottle was produced together with a "bite of something," and the new year was pledged with fervent good will. It would seem as if the general observance of the day were being transferred to the tenement-houses.

Among all the different representatives of foreign races in the city some tribute was paid to the holiday. The cafes and restaurants in the French quarters between Washington Square and Grand-st, were largely partonized. The fact that many of the Chinese laundres were closed indicated that their almond-eved owners were taking a hand in "a little game," or indulging in the lauxury of opium. Throughout the city where there were no active observances the holiday was utilized as a day of rest, or, judging from staggering figures seen occasionally in the Bowery and elsewhere, of dissipation. But on the whole the amount of drunkenness in any part of the city was not large. Those who began the year with pledges of sobriety had not had time to break them.

Anusements our of doors, there were sleighing and skating. Away uptown in St. Nicholas-ave, and the upper boulevards tine-limbed.

sleighing and skating. Away untown in St. Nicholas-ave, and the upper boulevards fine-limbed, slender "trotters" cast the snow behind them in trials of speed. Among the skeleton sleighs and with straw and containing jolly crowds. Butchers and bakers were out on the road as well as bankers and pakers were out on the road as well as bankers and sporting men. The jingle of sleighbells re-sounded in the drives of Central Park, and every-one who could control a horse seemed disposed to make the most of the snow.

About 15,000 persons went to Central Park to

About 15,090 persons went to Central Park to skate, and the scenes on the lake were gay and animated. Although the large lake, the only one at present open to the public, was not entirely cleared of snow, yet there was sufficient ice-room. Scattered over the surface of the lake were danger signs, and whenever a crowd gathered near them the watchful grav-coated keepers ordered it to disperse, and fired into it volleys of strong language. The reception-houses were crowded by those skaters who were tormented by the pangs of hunger or of cold.

OTHER PLACES OF RECREATION. A resort for strangers in the city was furnished by the Young Men's Christian Association, whose rooms

the Young Men's Christian Association, whose rooms were open throughout the day.

In the evening and afternoon the various theatres and gardens were extensively patronized.

IN BROOKLYN AND THE SUBURBS.

The jolly old custom which began in this region when New-York was Niew-Amsterdam, and Picter Stuyvesant and men like him smoked their pipes in peace, where now the tumult and bustle of the Metropolis prevail, was fairly observed yesterday in the city once known as Brucckelyn. The streets the city once known as Brucckelyn. The streets were quiet during the day, and groups of well-dressed youths and older men, in carriages and afoot, were met, making their rounds of cails. The ladies and the clergymen were about equally honored. There was a smaller display on the tables set out to welcome the flitting gueste than formerly, but the old Dutch spirit of hospitality was none the less hearty. The card-basket at the bell-pull was not an infrequent sight. The religious services were well attended. card-basket at the bell-pull was not an infrequent sight. The religious services were well attended, especially in the Roman Catholic churches. Probably Mr. Beecher was the most visited man in the city, for the door of his house on Columbia Heights seemed to be constantly on the swing, and when the last guest had departed that limpness of hand which he predicted for himself was apparent, although he did not admit it as long as the hand was sought by a catier. Mayor Howell, Controller Semier and City Auditor Voorbees (the two latter, new menumbents) received. Mayor Howell, Controler Semier and City Anditor Voorhees (the two latter new incumbents) received their friends at the City Hall. Matiness were given at the theatres and were well attended. The day, which dawned bright and far, continued so until the sun went down; the streets were packed with a hard covering of snow, and the jingle of the sleighballs was constantly beard. Some small fires and a libations, were

year was to be noated in on copining matters, are all that occurred to mar the pleasure of the day.

The day was celebrated in Newark by the universal suspension of business, and by social gayety. The custom of making calls was not so generally observed as in former years. Considerable drunkenness was observed on the streets, and a number of affrays took place and arrests were made. Hundreds took advantage of the line sleighing, and the principal avenues were filled with cutters.

In Jersey City the streets were crowded all day with persons making calls, the custom being more generally observed this year than last. Many intoxicated men were also seen on the streets and a large number was arrested by the police.

The observance on Long Island was more general than usual. Services were held in all the Episcopal and Roman Catholic churches. Calling in the villages was generally indulged in. The sleighing has not been so good in many years on a New-Year's Day.

Day.

In the Staten Island villages the streets were filled with people exchanging happy new year greetings. The sleighing in the villages, as well as on the country roads, was the best known on Staten Island in several years. The police were compelled to make few arrests for drunkenness.

SOME OF THOSE WHO RECEIVED CALLS. NEW-YORKERS WHO OPENED THEIR HOUSES TO

THEIR FRIENDS, At the house of William E. Dodge, No. 225 Madison-ave., there was a large number of callers yesterday. A small basket, hung with crape, was suspended from the door-knob of No. 15 Gramerey Park, and Mr. Tilden was not to be seen except by a few intimate friends. Andrew H. Green was one of the favored few. The house of W. H. Vander-bit, No. 459 Fitth-ave., Was also closed. President and Mrs. Barnard received their friends at Columbia College. Mrs. Commodore Saldwin, at No. 560 Fifth ave., received callers, assisted by her sinter. Miss Morgan. Mrs. Paran Stevens was at home at No. 244 Fifth-ave. Mrs. Navarro received friends at her house, No. 25 Washington-place, and Mrs. John C. Campbell and the Misses Campbell at No. 715 Madisonave. Mrs. Henry L. Cinton was at bome at No. 28 Park-ave., and Mrs. Bettner, who was assisted by Miss Vanderpoel and Mrs. Bail, her sister, at No. 7 West Twenty-fifth-st. Mrs. Emmons Clark and her two daughters received visitors at No. 51 East Sixty-seventhst., Mrs. Meumer, at No. 722 Lexosgion-ave., and Mrs. John S. Martin, at No. 2 West Chirty-fourthest, were at home. The houses of Mrs. Griffin, at No. 37 West Fifty-eighth-st., and Mrs. Botta, No. 25 West Thirty-seventh-st., were open. The Rev. Dr. and Mrs. John Hall received their friends at No. 3 West Fifty sixth-st. The Rev. Dr. and Mrs. Morgan, assisted by Mrs. Dahlgren, their daughter, and the Rev. M.P. Smith, entertained their friends at No. 1 West Fiftythird-st, Mrs. 8. Irenaus Prime and her daughter received callers at No. 32 West Thirty-ninth-st Mrs. Dows and ber daughters were at home at No. 55 West Twenty-third-st. Mrs. Ryan and her sister, Mrs. Spedden, entertained their friends at No. 47 West Fityfirst-st. The Rev. Dr. and Mrs. Howard Crosby received callers at No. 116 East Nineteenth-st. Among the others who opened their houses to their

friends were the following: Mrs. William Tefft and daughter, at No. 747 Fifth-ave.: Mrs. and Miss Fessen-den, at No. 152 West Forty-fourth-st.; Mrs. John A. Dix. at No. 3 West Twenty-first-st.; the Misses Wesmore, at No. 119 Lexington-ave.; Mrs. Johnson, assisted by her daughter, at No. 9 East Sixty-fourth-st.; Miss Christian and her sister, Mrs. Walter Bigelow, of Boston, at No. 61 West Fifty-fifth-st.; Judge and Mrs. Barrett, assisted by their daughter, at No. 1 East Twenty-eightheat; Mrs. Barrow and daughters, at No. 13 East eighth-st; Mrs. Barrow and daughters, at No. 13 East Thirty-fith-st; Dr. John M. Carnochan, with his wife and daughter, at No. 14 East Sixteenth-st; Mrs. Frederick F. Schenck, at No. 328 Fifth-ave; Mrs. Harrous, at No. 435 Fifth-ave; Mrs. Lawrence Turnure, at No. 192 Manhon-ave; Mrs. and Miss Stebbins, at No. 20 East Thirty-seventh-st; Mrs. Commodore Gartson, with nor ester and Miss cingleton, of Philadelphia, at No. 40 Park-ave; Mrs. Pio Econvertia, at No. 12 East Thirty-second-st; Mrs. Pio Econvertia, at No. 12 East Thirty-second-st; Mrs. Isham, at No. 239 Firth-ave; Mrs. John Stewart and Miss Chara Pouglass, at No. 247 West Thirty-fourth-st; Mrs. Sanuel-Joos, at the Grosvent; Mrs. and he Stesse Van Ban-vord, at No. 38 West Thirty-ninth-st; Mrs. May, at No. 139 Eifth-ave.

lish steamships engaged in the grain trade are emphatically of the "cheap and nasty" kind, as the English themselves say. The dangers resulting from carrying coal without proper precautions are also shown.

NATURE AND CAUSES OF THE DISASTERS. The record of marine disasters during the year 1880, especially of losses of steamships, is startling. No less than 147 steamships of a total tonnage of 171,362 tons were lost. A very small percentage of them has been raised again, repaired and put back into occan service, and the great majority was a total loss. Of the whole number, 107 were British. with a total tonnage of 116,994 tons; 10 French, 18,318 tons; 9 American, 11,386 tons; 8 German, 12,438 tons; 3 Spanish, 3,021 tons; 2 Danish, 1,369 tons; 2 Norweigian, 1,401 tons; 2 Russian, 2,200 tons; 1 Italian, 906 tons; 1 Swedish, 1,000 tons; 1 Greek, 1,329 tons; 1 Austrian, 1,090 tons, Seven of them were built of wood and 140 of iron. Fifty-six were stranded; 32 sunk by collision; 31 foundered at sea; 12 are missing, with no clew to the manner of their destruction; 6 were burned, 3 snuk by icebergs: 3 abandoned at sen, and 1 was can-

Of the American vessels lost, the record will recell to mind the horror which spread over the community when the news was received of the disaster to the Narragansett, sunk by collision with the Sonof the Seawanhaka in the East River; and the foun-dering of the City of Vera Cruz off the Florida coast during a burncane. Each of these calamities in-volved great loss of life as well as of property. The wreck of the Rhode Island in the Sound, while it caused no loss of life, aroused much excitement; the bravery of Captain Mott, two Catholic cler: vmen and to do in preventing any intality. The burning of the a loss of property, because she was at the pur-when she caught fire and the few people on board had ampie time to escape.

The wrecking of the Guion steamship Montana

in March, as she was about completing a voyage from this port, was the cause of the keenest anxiety among the friends of those on board until it was learned that all were saved. She went ashore four miles from Holyhead, at Church Bay, during the night of March 12, and the first report stated there was a great loss of life. Not more than four months before, the Arizona, of the same line, barely escaped a terrible calamity in a collision with an iceberg. but her great strength and superiority of construc-tion insured her safety, and although her bows were completely demolished, her many water-tight compartments kept her easily alloat.

The sinking of the British training-ship Atalanta,

which sailed from Bermuda in January last for England with more than three hundred young seamen on board, and was never afterward heard from, men on board, and was never alterward heard from, ranks among the most appealing calamities of the year, but she does not belong in the list of steam vessels. Altogether the year has been one of exceptional loss to marine insurance companies, and it is believed that this fact will lead to a movement for an international Congress to provide for safeguards that will guarantee almost if not absolute security.

DANGERS OF GRAIN-CARRYING IN UNFIT VESSELS. or iron. The magnitude of the grain exports from this history. The average annual shipments of grain by steam from New-York, previous to 1877, were the experts for 1880 were even larger. This vast increase has brought into the North Atlantic trade a large fleet of freight steamers from the Mediterranean and other parts of the world, some of which are not inaptly called "cean tramps." The defects of these are want of stability in the ship, owing mainly to her build and proportions; descient engine power; an insufficient number of men carried, and bad stowage. Such lightly constructed ve-sels, of material of such a character that the British ship-builder has been forced to the use of steel to connecte in any way with American ican iron-built vessels, at a ill-prepared to withstand severe storms, and many have succumbed. The most profitable steamers, of course, are those which will carry the have succumbed. The most profitable steamers, of course, are those which will carry the largest cargoes at the least expense, and with this object in view they are built long, narrow and deep. With a further view to economy the engine-power is frequently so small that it is not able to keep the ship's head to the sea. It is also often the case that a ship carrying as much as 2,000 tons is manned with a very few sailors. In this class of vessels, cailed "transients," the grain is stowed rapidly from elevators, and only finds its way to the wings under the fron decks when thrown there by the furching of the ship, thus interfering materially with stability. Steamers of the regular lines carry a large proportion of grain with their cargoes, and the reason that the percentage of losses among them is not so great as among the "transients" is that they are properly fitted to grain carrying. Burk grain has been carried it the lower hold of these steamers without even a shifting board, but the goueral cargo stowed on top of the grain fastens it down.

it down.
The New-York Underwriters believe that the great The New-York Underwriters believe that the great loss of steam vessel property is due in part to the lack of a thorough survey by underwriters of every vessel loaded with grain to determine its fitness for a transatiantic voyage. It is claimed that many surveys have been conducted in a most loose and irresponsible manner, by a class of so-called "independent" inspectors, operating outside of the old organized Boards of Marine Underwriters. It is pendent" inspectors, operating outside of the old organized Boards of Marine Underwriters. It is also asserted that shippers of grain, in a spirit as parsimonious as it is reckless in the exposure of life and property, obtain their certificates in quarters where the fewest questions will be asked, the least inconvenience occasioned and where there is only a remote probability of any detention of the vessel or expense otherwise resulting. A certificate from such inspectors is frequently taken without question by some inderwiners, hence where certificates have been granted merely to meet the wants of masters and owners, the proportion of vessels lost is very large. On the other hand, it is shown that where vessels are so loaded as to be approved by the Inspectors of the New-York Board of Underwriters the number lost is very small. This is due to the efficiency of the surveys, the inspectors being chosen from intelligent shipmasters qualified by long experience for the discharge of their duties. Fie New-York Board has advocated harmonious action with it by foreign inspectors and surveyors, but has not met with the success desired.

Board has advocated harmonious action with it by foreign inspectors and surveyors, but has not met with the success desired.

Mr. Plimsoil, the well-known member of the British Parliament, has drawn particular attention to the great loss of life and property from deasters to grain-laden vessels. Believing that the evil could be enecked by providing a law for the government of the stowage of grain, he introduced the "Merchants Shipping Act," which, after being considerably modified, went into effect January 1 (1881). Some auxiety is expressed by British steamsing owners, agents and captains here as to its provisions and enforcement. Inspectors and experis are anxious for an exact interpretation of the bill. The penalties are very heavy, and unght in some cases amount to \$10,000 on a single vessel. One section provides a penalty of not over £300 on every person concerned in illegal loading, and a like amount on the owner unless he can show that he used every means to have the provisions of the law carried out, Section 3 provides as follows:

Where a grain cargo is laden on any British saip, all necessary and reasonable precaution, whether prescribed by this act or not, shall be taken in order to prevout the cargo from shifting.

Section 4 contains the following:

Section 4 contains the following:

Section 4 contains the following:

(B). Where grain (except such as may be carried in properly-constructed feeders) is carried in bulk in any hold or compartment, and proper provision for filling up the same by feeders is not made, not less than one-fourth of the grain carried in the hold or compartment (as the case may be) shall be in bags, supported by suitable platforms laid upon the grain in bulk. (C). Where the grain is carried in the hold or between decks, whether in bags of bulk, the hold or the space between the decks shall be divided by a longitudinal bulkhead, or by shifting boards, which extend from deck to deck, or from the deck to the keelson, and are properly secured, and, if the grain is in bulk, are fitted grain tight with proper filling between the beams. In loading the grain it shall be properly stowed, trimmed and secured. (D). In the event of the contravention of this section, in the case of any ship, reasonable precautions to prevent the grain cargo of that ship from shifting shall be deemed not to have been taken, the owner and master of the ship and

WRECKS OF THE LAST YEAR.

MANY OCEAN STEAMSHIPS LOST.

DISASTERS TO 147 STEAMSHIPS—CAUSES OF WRECKS
IN THE GRIIN TRADE—PERLIS PROM CARRYING
COAL—A LONG AND SAD RECORD.

Last year was remarkable for the destruction
of steamships, no less than 147 having been
lost. The causes of all these disasters, so far
as known, and the facts of interest that can
be procured concerning the unfortunate vessels, are given below. The need of extensive
reforms in the "transient" grain carrying
trade is pointed out, and it is shown that
the many losses of grain vessels are due to
improper construction, careless work, bad
stowage of cargo, inadequate steam power, and
insufficient crews. A great many of the English steamships engaged in the grain trade are

loss. The loss of with the labels to a penalty under this act.

The provisions of sub-section Cagree with the
customary mode of fitting for bulk grain at this
port. In England, however, the longitudinal bulkneads do not reach to the keelson as prescribed. As
to the shipment of grain in bags, as at present made,
it is as unsafe as all bulk cargoes. In general, the
bags used to carry grain are badly "seamed"; they
are used until no longer strong, often for years; 33
per cent more grain is forced into them than they
should be expected to hold, and by the necessities
of flee case they are often improperly stowed so that
the cargo shifts like bulk grain. The bag is made
by machinery, and when filled with three bushels
of grain (two bushels to a penalty under this act.

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The loss of many coal vessels at sea, and the fre quency of spontaneous combustion in steamer bins, suggest extra precautions. Next in importance to the efficient stowage of grain is the safe handling of coal. All coal contains more or less of sulphide of iron, which decomposes, producing heat that generates gas, and thus leads not infrequently to destructive explosions. Anthracite coal, however, has very little of the sulphide of iron, and there is comparatively little danger from it. But, even if this be put into an almost air-tight compartment in a damp state, spontaneous combustion is possible from it. Bituminous coal contains a large percentage of the decomposing material, and might become heated by the decomposition to the point of ignition; but it is probable that the unjority of disasters from coal on simploard is traceable to the explesion of generated gas coming in contact with a flame or spark. When bituminous coal is on fire, dampness often seems to increase the commistion, sulphide of iron decomposing in moisture. Means ought to be taken to prevent the accumulation of gases in the hold where coal is stowed; the coal ought to be theoroughly screened, and if kept in dry air, the chances of combustion would be diminished.

Water-ballast, se frequently found in British-built vessels, is condemned by many constructors. Others other to the cellular, or double-bottom yeasels, and central bulkbeads. Structural weakness and the decorporation of materials in the structures are also can as of unseaworthiness, but the latter is being overcome by English ship bulkers by the use of so-called steel, a homogeneous iron.

THE LIST OF LOST VESSELS. paratively little danger from it. But, even if this

THE LIST OF LOST VESSULS.

The following is a list of the steamship disasters for the year, obtained from the records of the Bureau Veritas and other sources. The records of a few are lot as complete as others, owing to the lack of faecember are received from remote points a few

Senier, London; Lord n for Malta with general cargo; sunk by collision live inlies from "Latz.

Baron Parilla N—terman; from 1; from 8. Petersourg for Dunkars; capsoned in Dunkars Harbor, October 12.

Beaver—British; ron; padade-wheel; 187 from; built at Gassow, 1872; owned by Frazer & Co., Quebec; strateded on Hare Islam; November 10.

Brickson-British; from; serew; 1,160 tons; built at —. 1880; owned by Morel Bros., Caraliff; Bibno to Caroff; carg; of from ore; stranded on rocks near Brest, May 20.

Benaco—Sponish; from; stranded at Punto Faresina, January 3.

Benalla—British; from; serew; 7-6 tons; built at Sunderland, 1874; owned by J. Robinson & Co., North Shields; Pott Easts for Marsendes with 57,000 bushels of wheat; wreeked in harbor of st. Michaels, October I.

North Subset of wheat: wreexed in harbor of some business of wheat: wreexed in harbor of some business of color I. Scooks-British: iron: screw; 767 tons; built at Liverpool; 1867; owned by J. Hoult, Laverpool; Penarth for Gioraliar, cargo of coal; foundered 100 miles off Cape Finisterre, January 25; fourteen lives

Penarin for Gioraltar, cargo of coal; foundered 100 miles off Cape Finisterre, January 23; fourteen lives los., BJORNSTENE BJORNSEN-Norweghin; iron; serew; 401 tons; built at Borzen, 1878; owned by P. G. Haivorsen, Bergen; Newcastle for Drouttelim, December 23, 1879; never heard from; thirty-two lives lost.

BRAEMES CASTLE-British; iron; serew; 2.183 tons poult at Guagow, 1873; owned by T. Skinner & Co. Glagow; from Loudon for Penang; sunk by collision at Penang, August.

BRAUNSCHIVEIG-German; Iron; serew; 3.066 tons; built at Greenock, 1872; owned by the North German Loyd, Bremen; foundered at sea in August.

BRITANNIA-British; non; serew; 2,608 tons; built at Britachead, 1873; owned by Pacific Steam Navigation Company, Liverpool; at Autwerp from Humburg; stranded and broke in two at wharf, March 17.

BROOMHAUGH-British; iron; serew; 1,352 tons; built at North Smelos, 1871; owned by Entot & Co., Newcastle; from Black Sea for London; wrecked in Ushant Reads, September 3.

CARDAM-British; iron; paddie-wheel; 159 tons; built at Glasgow, 1864; owned by Highland Railway Company, I verness; stranded on west coast of invernessnire, March 31; afterward raised.

CERMYN-British; iron; serew; 206 tons; built at South Suleids, 1873; owned by E. Hendecek & Co., Falmouth; Bibos for Newport; cargo of iron ore; foundered off Cape Finisterre, March 26; ten of crew lost.

CITY OF NEW-YORK-American; wooden; serew; 1,750

CITY OF NEW-YORK—American; wooden; serew; 1,750 tens; built at Green Point, L., L., 1873; owned by F. Alexandro & Sons, New-York; cangut fire at pler in Brooklyn, and sank in East River, June.
CITY OF VERA CITY—American; wooden; serew; 1,874 tons; built at Greenpout, L. L., 1874; owned by F. Alexandre & Sons, New-York; New-York for Havana; foundered at sea in a gate, August 28; thirty-four lives lost.

fromdered at sea in a gate, August 28; thirty-four lives lost.

COMMONWEALTH—British; fron; serew; 1,492 tons; built at Huil. 1871; owned by T. Wilson Sons & Co., Huil; from Odessa for Antwerp, with grain; lost near Andras, January.

COUSET—British; iron; serew; 1,727 tons; built at Newcasde, 1872; owned by W. Minbarn. London; iron Basslin for Port Said; wrecked on the Maidves, May 7.

CONSTANCE—British; iron; serew; 1,018 tons; built at Whitby, England, 1874; owned by G. Pyman & Co., West Hartispool; Caruff for Maita, cargo of coal; foundered in a gate off Land's End, February 9; thirty-four lives lost.

COUNTY OF SUTHERLAND—British; Iron; serew; 2,617 tons; built at Gasgow, 1873; owned by R. & J. Crasg, Glasgow; from London for Calcutta; lost near Aronangel, August 9.

CRIGHTON—British; iron; serew; 1,255 tons; built at Sunderland, 1872; owned by London Steam Navigation Company; from Shields for Stockholm; wrecked near Demkin, June 29.

CTBLE—British; irou; serew; 1,980 tons; built at Glasgow, 1874; owned by Donaldson Brothers, Glasgow; from Glasgow for Montreal; stranded in St. Lawrence River, in August.

DAHOMEY—British; fron; serew; 1,044 tons; built at Slockton, 1878; owned by R. M. Smith, Liverpool; from Riga for Schiedman; stranded near Mieuwe-Diepe, September 20.

DARITA—German; iron; serew; 710 tons; built at Newcastle, 1879; owned by Donaldson in River Danabe; sixteen lives lost.

DRAGON—British; iron; serew; 710 tons; built at Newcastle, 1854; owned by General Biesm Navigation Company, Bilbao for Cardiff, eargo of iron ore; stranded at Hundelstane Rock, near St. Ives, March 26; two lives lost.

DRAGON—British; iron; serew; 475 tons; built at Newcastle, 1854; owned by General Biesm Navigation Company, London; from Cascutta for Charent; sans by collision off the Owers, September 30.

DUKE 9F LANOASTER—British; iron; serew; 3,005 tons; built at Barrow, 1873 owned by Eastern Steambnip Company, London; stranded near Point de Galle, Ceylon, in October; Calcuta, bound to London.

ECHO—French; fron; serew;

COM MONWEALTH-British; iron; serew; 1,492 tous;

Newcas le-on-Tyne, 1880; owned by Watts, Ward & Co.; Carolif for Haynna, careo of coal; atrauded, May 80, in Providence Channel; afterward floated off, and was sighted by steamsinp Daronda, abandoned, 100 miles from Key West: prize grew put on board; afterward stranded on Bahama Banks and abandoned by prize crew.

Leik-British; bron; sorew; 1.183 tons; built at Sunderland, 1877; owned by Gordon & Stamp, London; from Tyne for Hamburg, February 25; never heard from; all on board lost.

MU-British; bron; sorew; 1.283 tons; built at Port Glasgow; 1876; owned by Eur. Steamship Company, Adelance; went ashore at Adelande February 27.

MORE—British; bron; sorew; 1.783 tons; built at

EMU-British; iron; screw; 621 tons; online at 703 Glasgow; 1876; owned by Eur. Steamship Company, Adelanae; went ashore at Adelande February 27.

ENMORE—British; iron; screw; 1.763 tons; built at Succiton, Eng., 1872; owned by J. Holland & Son, Exeter; Montreal for Hamburg, cargo of grain; foundered at sea, October 23.

ETHICK—British; hon; screw; 261 tons; built at Succide, 1875; owned by J. Faulener, London; London for Gaverines; sunk by colliston off Gravesand, March 5; afterward raised.

F.W. Harits—British; iron; screw; 1,834 tons; built at Stocktor, 1876; owned by D. son & Harris, London; Cardiff for Quebec, with coal; stranded off Halifax harbor, Joly.

FERNYILE—British; iron; screw; 1,361 tons; built at West Harrispool, 1873; owned by R. Shadfourth, Sanderland; West Harrispool for Boston; carso of iron ore; sunk by an iceberg on Banks of Newfoundland, March 26.

FINITERRIE—British; iron; screw; 552 tons; built at Layernool, 1873; from Manies for Bordeaux; wrecked on the coast of Chaestron, January.

FLAVIAN—Britsh; iron; from Liverpool for Baltimore; wrecked on offerat Island, August 17.

FORTUNA—German; iron; screw; 227 tons; built at Gilasgow, 1871; owned by Flonsburg Steam Navigation Company, Flensburg; stranded on rocks off Saggendan, April 5.

FRANKFORT—Brush; iron; screw; 691 tons; built at Post Glassow, 1851; owned by R. C. McNauchton, Liverpool; from Laverpool for Stockholm; wrecked near Skerryvore Legat, September 4.

FULHAM—Britsh; iron; screw; -tons; owned by Watts, Ward & Co.; iron Cardiff for Genoa, cargo of coal, November 29, 1879; non heard from since; all lost.

FULICA—British; iron; screw; -1,097 tons; built at Sunderland, 1870; owned by Porteous & Senler, London from Cerniff for Genoa, cargo of coal; sunk by collision, April 12.

GALED—British; iron; screw; -1,097 tons; built at Sunderland, 1870; owned by J. F. Middleton, North Shielfa; iron; screw; -550 tons; built at Sunderland, 1870; owned by J. For Middleton, North Shielfa; iron; screw; 557 tons; built at Sunderland, 1872; owned by

GEORGE—British; iron; wrecked at Doberan, October 30;
GHSTON—British; iron; serew; 557 tons; built at Sundarmand, 1872; owned by J. Young, Ealers & Co., London; Iron London for True; sunk by collision at the cultrance of the Thes, September 9.
GOZO—British; iron; screw; 987 tons; built at Hull, 1868; owned by T. Wilson, Sons & Co., Hull; Now-castle for Stettin, cargo of coal; strauded near Klinori, March 30.
GRETA—British; iron; screw; 635 tons; built at South Build, 1873; owned by E. H. Cappr & Co., West Harth pon; sunk in Bubao Kiver in April; raised afterward.
GUSSIE TELEVIR—American; iron; screw; 413 tons;

afterward. Gussie Teliparr—American; tron; screw; 413 tons; conit at Glaskow, 1863; owned by California and Mexican Steamship Commany, San Francisco; from Cow Hay for San Francisco; stranded at Rocky Point

Cow Pay for san Francisco; stranded at Rocky Point in September.

HANSA-German; iron; serew; 1,949 tons; built at Greenock, Scotand, 1861; owned by Norta German Loyd Sieamsing Company, Bremer; New-York for He men, inscellaneous cargo; stranded.

HARDWICK—British; Iron; serew; 678 tons; built at Stockton, 1873; owned by T, Abaieby & Co., West Hartlepool; Odessa for Bristol, England, cargo of barby; Ioaniered at sea in August; all lost excepting a firecam.

HAYDN—Britisha; iron; serew; 1,724 tons; built in England, 1877; owned by Jennison T ylor, London; Irom 1) are for Port Sant, cargo of coal; sunk by colision twenty miles off Staira Light, Maych 14.

HISLEDEN HALL—British; from serew; 385 tons; built at Newcaste, 1878; owned by Twebdile, McLaran & Co., Newcastle; from Bilbao for Penarth, cargo of too ore; sunk by collision in Logish Channel, July 25.

Hisland—British; from; serew; 2,361 tons; built at Glaslow, 1872; owned by Twebdile, McLaran & Co., Mexcastle; from Bilbao for Penarth cargo of trouble, 1872; owned by Twebdile, McLaran & Co., Hail; New-York for Huil, cargo of grain, provisions and cattle; abandoned at sea, February 22.

Hors—Davish; iron; serew; 569 tons; built at Reafrew, 1870; owned in Aarans; Aarans; built at Reafrew, 1870; owned in Aarans; Aarans; built at Reafrey, 1870; owned by Aarans; Aarans; built at Reafrey, 1870; owned by Aarans; Aarans; built at Reafrey, 1870;

cilities. It is possible that when latter returns for I centiber are recoved from remote points a few room may be added to the inst:

AMINES—Landin; frui; — tone: aniled from Hoses with a care of cattle principally i straided at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1872; owned by B. Hances standed at Fat Greener, 1873; owned by B. Hances standed at Fat Greener, 1874; owned by G. Hances and G. Hances a

Cirilat for Bordeaux; stranded on He d'Oleron, November 23.

MERCATOR—He Kan; iron; serew; 1,497 ions; built at Glassow, 1877; owned by T. C. Engle, Antwerp; Antwerp io New-York, general cargo, March 3; never heard from; all lives lost. MERCHA-Heffilst, iron; serew; 503 tons; built at Port Glasgow, 1876; owned by J. & P. Hutchinson, Glas-gow; from Hordeaux for Glasgow; foundered at sea April 10.

April 10.

MILDRED - British; Iron; serew; 1.384 tons; built at Wantby, England, 1879; owned by T. Trumbail & Son, Whitby; from New-York for Marseilles, cirgo of 69,428 tonshele of grain, September 28; never heard from; 24 dives lost.

MINO-British; Iron; serew; 450 tons; built at Seacombe, 1872; owned in Laverpool; Grand Canary for Burkenhead, cargo guano, November 25, 1879; pages by a ref from.

combe, 1872; owned in Liverpool; Grand Canary
for Etrkeahead, carko guano, November 25, 1879;
never he rel from.
Mirainatha Austrian; Ancona for Faume; wrecked on
Basile Rooss, in November.
Mobile Hirthsh; fron; screw; 1,409 tons; built at
Glaegow, 1879; owned by Gulf Cuy Steamship Company, Giasgow; from Mobile for Liverpool; went
ashore in leaving Mobile, April 6.
MOSTANA—British; fron; screw; 4,321 tons; built at
Newcastle, 1875; owned by Guion steamship Line;
New York for Queentown, cargo of grain and provisions; stranded at Church Bay, Welsn coast,
March 12.
MONTOOMERINHUE—British; fron.

March 12. MONTHOMERYSHIRE—British; fron, screw; 1,300 tons from Carriell from Singapores.

Marco 12.

Mostromenyshme—British; iron; serew; 1,300 tons; from Cardiff from Singapore; foundered on coast of Portucal, mear Figurer; 30 tives tost.

Musorave—British; iron; serew; 234 tons; built at Newcastle, 1871; owned by J. Miller; Grangemouth; from Middlessoro for Grangemouth; stranded near Inchbolm, March 13.

Nadishe—British; iron; from London for Rio Janeiro; wrecked at Aracaty, July 31.

Narrage—British; iron; wooden; side-wheel; 1,634 tons; built at New-York, wooden; side-wheel; 1,634 tons; built at New-York, wooden; side-wheel; 1,634 tons; built at New-York, during high of June 11 was run into by steamer Stouington, of the same line, off Cornfield Point, Long Island Sound, caunht fire and sunk; 350 passengers on board, about fitty of whom were jost.

NATHALLE—French; fron; serew; 622 tons; built at Alvers, 1858; owned by E. Grosos, Havve; from Havre for Lisbon; lost on Toneirda Bor, October 23.

Newmicolis—British; iron; serew; 1,365 tons; built at Sunderland, 1872; owned by G. R. Diwson, North Shieds; Odessa for Dinnkirk, carco of grain; foundered at sea, March —; twenty-five lives lost; built at Lundholman, 1872.

OCHAN King—British; iron; screw; 1,606 tous; built at Greeauck, Scot., 1878; owned by William Ross, Greenock; London for Sunderland, in ballast; stranded near Scaham, January 29; got off afterward.

OLGA—Greek; iron; screw; 1,329 tons; built at Sunderland; in ballast; stranded near Scaham, January 29; got off afterward.

stranded near Scaham, January 29; got off afterward.

OLGA—Greek; iron; screw; 1,329 tons; built at Sunderland, 1870; stranded at Berlevaag in March.

ONCLE JOSEFH—French; iron; screw; 1,380 tons; sunk by collision wite the steamer Ortigua, off Spezzla, November 24; 250 lives lost.

OTTAWA—British; iron; screw; 1,311 tons; built at Sunderland, 1873; owned by Cubiltord & Clark, Sunderland; Montreal for Liverpool; stranded at Cap. La Roche.

PAMPA—Italian; iron; screw; 906 tons; owned by Marselles 2 Genoa Line, Genoa; about to sail from Rio Janeiro for Marselles with miscellaneous cargo; destroyed by fire at Rio Janeiro, November 6.

PARA—British; iron; screw; 1,02

earge; destroyed by fire at Rio Janeiro, November 6.

Pana-British; iron; acrew; 1.103 tons; built at Hartlepool, 1875; owned by Whitam Young, London; Boston for West Hartlepool, cargo of grain and provisions; strandad near Cape Sable, February 26.

Panadox-British; iron; acrew; 358 tons; built at Gascow, 1857; owned by W. Feunce, Goole; from London; strandad on Whitgift-Ness, October 18.

Plantaganew, 1857; owned by J. Bacon, Liverpool; from Cardiff for Barcelons, cargo of coal; foundered at Cape Palos, October 15.

Queen Victoria-British; iron; screw; 2,200 tons; built at Sunderland, 1872; owned by Queen S. S. Co., Gissgyw; from Calcuta for London, with cargo of tea valued at \$750,000, June 12; never heard from Ranger-British; iron; screw; 407 tons; built at London, 1846; owned by Wateriord S. S. Co., Waterford; from Newport for Waterford, with cargo of coal; sunk by collision on the Usk, January 12.

Ranger-British; iron; screw; 154 tons; built at Port Ginsgow, 1870; owned by G. H. Hamby, Nawcastle; sailed from Newcastle with cargo of fron, lead and soda ash, and stranded on Blakeney Island. February 1.

Ratincal British; iron; screw; 1,382 tons; built at Sunueriand, 1878; owned by W. Johnston & Co., Liverpool; Cardiff for Bombay, cargo of coal; foundered at sea in January; 25 lives lost.

Reode Island — American; wooden; paddle-wheel; owned by Providence and Stonington Steamship Oumpany; built at Greenvoint, L. L., 1873; from

December 19, and was scuttled to extinguish the fiames.

BIVADAVIA—French; fron; screw; 2,258 tons; built at H.vrc. 1873; owned by Composite d'Clauguera at H.vrc. 1873; owned by Composite d'Clauguera Econia, H.vrc; Havre to Rio Janoiro, with general cargo; lost near Cape Finisterie, August 23.

BJUKAN—Sovwegian; straniced at Beriovanz, in March. ROBINIA—British; fron; screw; 1 181 tons, built at Newcastle, 1876; owned by J. Robinson & Co., North Snields; Port Eads for Havre, cargo of 89,616 businels of wheat; wrecked in harbor of St. Michaels, October 1.

Newcastle, 1876; owned by J. Robinson & Co. North Snields; Port Eads for Havre, cargo of 89.616 bushels of wheat; wrecked in barbor of St. Michaels, October I.

RONTEQUI—French; Oran to Dunkirk, cargo of two ove and wine; foundered off Guernacy, March 18; balls at Havre, 1879.

ROSAMOND—Britiso; Iron; screw; 495 tons; built at Sund riand, 1879; owned by R. Thomson, London; Carthagena for Engiand; stranded on Calegar Tarlia, November 25.

ROSTOCK—Russian; iron; screw; 1,200 tons; built at Newcastle, 1867; owned by Russian Steam Navigation Company, Odesa; from Bergen for Stockholm; su k by conision near the Seaw, July 16.

St. Clair—British; iron; 593 tons; Greenock for West Highmands, general curvo; stranded on rocks near Ardishais, October 25.

San Salvador—American; wooden; paddle-wheel; 873 tons; built at Whinington, Del., 1859; owned by Leacrafe & Co., New-York; from fruxilo for Havans, cargo of cattle, August 7; oewer neard from, Senseal—British; ron; screw; 1,625 tons; built at Port Glargow, 1872; owned by British and Africas Steam Navigation Company, Glasgow; from Bathure; for Liverpool; stranded on rock off Grande Point, Matamora Bay, May 12; raised again and sunk at Cole Island, October 25.

SHIBLEY—American; owned in Baltimore; from West Point, Va., for Baithmore; cargo of cotton; destroyed by tire, November 28.

SIGILIAN—British; iron; screw; 1,200 tons; went ashow on West Coast of Africa, May.

SILURIAN—British; iron; screw; 1,511 tons; built at Newcastle, 1879; owned by C. E. Staliyorass, Cardif; from Cardif for Salonica; cargo of coal; wrecked near Barry Island, July.

SPORTSMAN—British; iron; screw; 1,510 tons; built at Newcastle, 1879; owned by W. J. Jobing, North Snields; smilet from Newcastle for Bergen, with cargo of coal; stranded near Bergen, February 3.

STAG—British; iron; screw; 1,006 tons; built at Sunderland, 1874; owned by J. Laing, Sunderland; Newfords and the screw of coal; stranded near Bergen, February 3.

STAG—British; iron; screw; 1,006 tons; built at Sunderland, 1874; owned by J

October I.
STRILA-British; iron; screw; 2,009 tons; built at Nottoam, 1863; owned by J. Laing, Sanderland; New-Orleans, for Liverpool, cargo of grain; abandoned at sea, April 4.
TIMCOE-British; iron; owned at Collingwood; foun

cea, April 4.

Timcoe-British; iron; owned at Collingwood; foundered in December; part of crew saved; cargo of provisions and breadstuffs.

Touranks-French; iron; serew; 1,020 tons; built at La Seyne, 1866; owned by Societe Generale, Marselines; from Bubao for Cardiff, cargo of iron ore; foundered near North Land, October 26.

Travancome-British; i on; serew; 1,441 tons; built at Hebburn, Eng., 1877; owned by Joan Waite, New castle; from Alexandria to Brindist; stranded at Brindist during thick fog, Marca 8.

Tridente-British; i foo; serew; 1,527 tons; built at Jarron, Eng., 1674; owned by Hall Brow, London; sink by collison near Goodwin Sands.

Usworth-British; iron; serew; 1,524 tons; built at Newcastle, 1899; owned by Gordon & Stamp, London; oundered at Sea.

Valentin-French; Cardiff for Dioppe; cargo of cost; foundered February 9; sixteen lives lost.

Viggorka-Bridah; iron; serew; 738 tons; built at Greenock, 1875; owned by British India Steam Nav. Co., Gasgow; Bombay for Korrachee; foundered 70 miles from Bombry; 190 lives lost.

Vizcaino-Spanish; iron; serew; 1,021 tons; built at Seacomie, E.m., 1875; owned by MM. de Arrotigui, Bibbo; New-Oricans for Antwerp; foundered from collision with an iceberg on Banks of Newfoundland, in Aord.

Wandersen-American; wooden; serew; 531 tons; built at Paliff at Puladeiphia, 1879; owned by J. W. Black and others, Paliff alphia; New-York for New-Orleans; wooden; serew; 531 tons; built at Dander, 1863; owned by H. Houghton, Duncatin; from Stdney, with coal; wrecked near Grafton Heads, June 20.

West of England-British; iron; serew; 609 tons; built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owned by S. Hough & Co., built at Leverpool, 1806; owne

edin; from 8 diety, with coat; wereked near Grafton
Heads, June 20.
West of England-British; from; serew; 609 tons;
built at Leverpool, 1806; owned by 8. Hough & Co.,
Liverpool; from Bibbo for Liverpool; foundered in
B. y of Bassay, in september.
Whittenall-British; from; serew; 753 tons; built at
Whitby; Eng., 1871; owned by T. Turnbull & Son,
Whitby; sunk by cellision with hee, at Garatz, March

Zaimis-British; iron; screw; 317 tons; built at Stock ton, Eag., 1860; owned by W. Rawson, Hull; fron Hull for Rosen; sunk by collaion in the harbor of Rosen, February 1; afterward raiseds

WRECKS AND MISHAPS AT SEA.

NEW-ORLEANS, Jan. 1 .- The United States Constructed steamer Baton Rouge suck near Green vide, Miss., yesterday. She will be raised.
PROVIDENCE, R. I., Jan. 1.—The schooler Charles A

Hood, at Newport for orders, from Curacoa, reports that on December 27, at 9 a.m., in latitude 30° 24', longi tude 732 50 , she signied the schooner F rence Dem of Taunton, from Baltimore for New-York totally dis

of Taunton, from Baitimore for New-York totally dis masted. The vessel was unmanageable, and had four foct of water in the hold. Captain Crowley and the crew were taken to Newport. NORFOLK, Va., Jan. 1.—The schooner D. Ellis arrived from N. w-York to day, and reports rough weather and high seas. On December 29 Warren Kingsiey, a sea m.n., while attempting to light the starboard hight fell oversoard and was lost. He was a native of Cape May, New Jersey.

THE GROANING TREE.

The history of the Groaning Free is this: About for y years ago a cottager who lived near the centre of the village of Badesley, near Lymington, heard from the Hart from the stranded near Bartia, Aoril 16.

Author Detree—British: from serew: 1.149 tons; built at West Hall; from Hart for Giovaltar; stranded near Bartia, Aoril 16.

Author—British: Hou; screw: 772 tons; built at West Hall; from Huevra for Hall; stranded in Lampani Hay, U-hant, Marca 27.

Mayis—British; from; screw; 761 tons; built at Hardepool, 1871; owned by J. V. Gooch, London; from Cardin for Bordeaux; stranded on He d'Oleron.

November 23.

Mercaton—Beigan; from; screw; 1.497 tons; built at Alitzerp 10. New-York

Mercaton—Beigan; from; screw; 1.497 tons; built at Alitzerp 10. New-York

Meyer heard?

New-York persuade her that the hoise she feard was only the bellowing of the stags in the forest. By degrees, however, the neighbors on all sides heard it, and the thing began to be much talked of. It was by this time plainly discovered that the groaning noise proceeded from an elin which grew at the end of the garden. It was a young, vizorous tree, and to all appearance perfectly sound. In a few weeks the fame of the Groaning free was spread far and wide, and people from all parts flocked to hear it. Among others, it attracted the curiosity of the late Princes and Princess of Wales, who resided at that time, for the advantage of a sea bath, at Pilewell the seat of Sir James Worsley, which stood within a quarter of a mile of the Groaning free.

Though the country people assigned many superstitions causes for this strange phenomenon, the naturalist could assign no physical one that was it any degree satisfactory. Some thought it was owing to the twisting and friction of the roots Others thought it, proceeded from water which had

any degree satisfactory. Some thought it was owing to the twisting and friction of the roots. Others thought it proceeded from water which has collected in the body of the tree, or perhaps from pent air. But no cause that was alleged appeared equal to the effect. In the meantime the tree did not always groun, sometimes disappointing its visitants; yet no cause could be assigned for its temporary cessations, either from seasons or weather. It any difference was observed, it was thought to groat least when the weather was wet, and most when it was clear and frosty; but the sound at all times seemed to arise from the root. Thus the Groaning Tree continued an object of astonishment during the space of eighteen or twenty months to all the country around; and, for the information of distant parts, a pamphlet was drawn up containing a particular account of all the circumstances relating to it. At length the owner of it, a gentleman of the name of Forbes, making too rash an experiment to discover the cause, bored a hole in its trunk. After this it never groaned. It was then rooted up, with a further view to make a discovery; but still nothing appeared which led to any investigation of the cause. It was universally, however, believed that there was no trick in the affair, but that some natural cause really existed, though never understood.

MILLIONS OF FISH-HOOKS.

From The London Telegraph.

It would seem that so small a number of fishhooks are required—sixpennorth will last the most indefatigable fisherman through a whole seasonthat a man would be foolish to apprentice his sor to the trade unless he could secure him a monopoly of the entire manufacture. Yet, combined with the making of needles, there is one town in England of considerable size and importance that depends almost entirely on needles and fish-books for its well-doing. And it is not until one has investigated a fish-hook factory that he is made aware how little he previously knew respecting the barbed matruments in question. Their variety is amazing, as is the enormous demand for them. The cod fishery alone draws on the manufacture for millions of hooks year by year, the price being about 2s, the gross.

alone draws on the manniacture to hooks year by year, the price being about 2s, the gross.

I was informed by one of the heads of the Milward tirm at Redditch, that a little while ago, having a comparatively slack time, they set some of their hands on this work, and accumulated a comple of millions, which it may be reasonably supposed, was regarded as sufficient stock in hand, but exactly at this time came from one foreign house an order for 3,000,000 hooks of the exact pattern, and in a month or so the full commission was executed. I never should have supposed there were such curious hooks in existence had I not seen them—tiny things, a dozen of which can be taken up on the fluger tip, and which go to the remoter parts of India, though for what kind of fishing they are employed the workers have not the least idea, with a grantic implements large and strong enough to serve as a meat hook on which to roast in fat sheep whole. Once again, in answer to my inquiry for what fisher; they are used, neither the master nor employe could inform me. I suggested sharks, but the foreman shook his head. "On dear no, regular shark hooks are much smaller," said he. And he showed me shark hooks in comparison with which the other great things appeared fit to catch whiles at least.

In Hopes.—Sergeant of Police (to Bobby):
What o'clock is it ! Bobby: I said got a watch. Sergeant: Not got a watch! How long have you been in
the force! Bobby: Three montas, sir. Pergeant:
Three months, and no watch! Bobby: Picase, sir. I
am't had no markt duty yet.—[Judf.